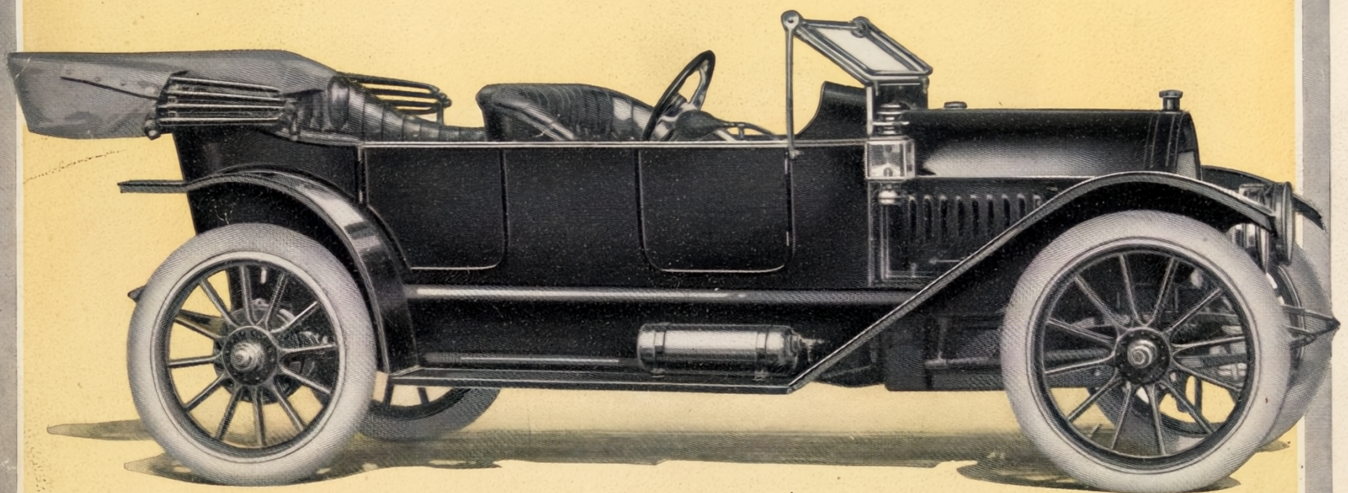


Jackson

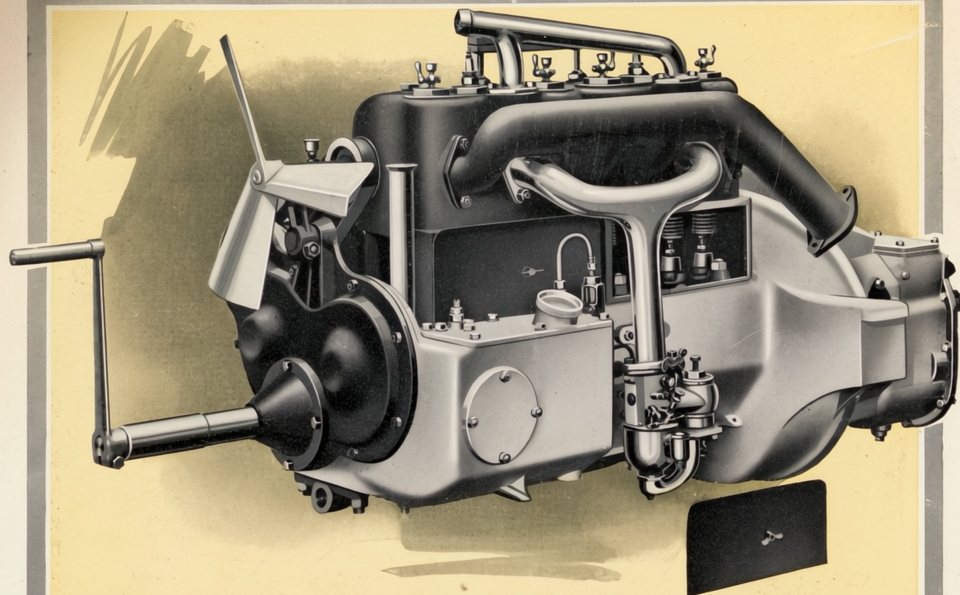
*No Hill too Steep
No Sand too Deep*

JACKSON AUTOMOBILE CO.
JACKSON, MICHIGAN



Model "45" - \$1650

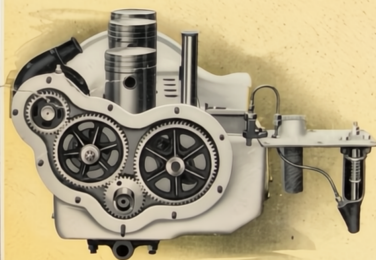
45 H. P. long stroke motor; 118 inch wheelbase; 34 x 4 tires. Fully equipped—top, windshield, speedometer and gas tank.



THE unqualified success of the 1912 Jackson cars, and the unprecedented demand for them has convinced us that there is a wide market for automobiles embodying the handsome lines and mechanical perfection of the Jackson models. We have therefore added to our line the Model 45, a 45-horsepower touring car, fully equipped—with top, windshield, speedometer and gas tank—at \$1650.

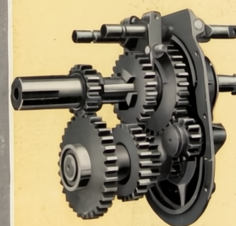
The Model 45 embodies all the vital features of Jackson construction. The motor is the long stroke type— $4\frac{1}{2} \times 5\frac{1}{4}$ —and its operation is absolutely smooth and silent. It is a unit power plant with motor, clutch and transmission all incorporated in one housing—a stiff, rigid construction which always preserves the perfect alignment of the working parts. The power plant is hung flexibly in the frame, so that road strains to which the chassis may be subjected in rough going are not transmitted to the working parts. The frame of the car, under extreme stress, is permitted to twist slightly around the motor instead of putting strain upon it. Perfect lubrication is secured at all times. The whole construction is oil-tight, and every working part runs in a bath of oil. This oil is circulated throughout the system from a reservoir in the base of the motor, and a constant supply of fresh oil is assured. This system of thorough and unfailing lubrication has much to do with the perfect performance of the motor under extreme conditions. The construction is absolutely dust-proof. The bearings of the motor and transmission system are therefore insured against the presence of any grit, or foreign material which can cut them. They are perfectly lubricated and protected by the unit system against any strain which might tend to throw them out of line. With this construction, the power plant is practically wear-proof.

The Model "45" clutch is a leather faced cone fitted with expansion springs under the leather to allow for the necessary slippage when the clutch is applied. By its action the car can be started smoothly and easily, absolutely without jerk. In this way all sudden strains to the transmission and rear axle are avoided. This is of the utmost importance. The whole driving system, from tires to clutch shaft, is protected against sudden shocks in starting, and the long life of the whole system is assured.

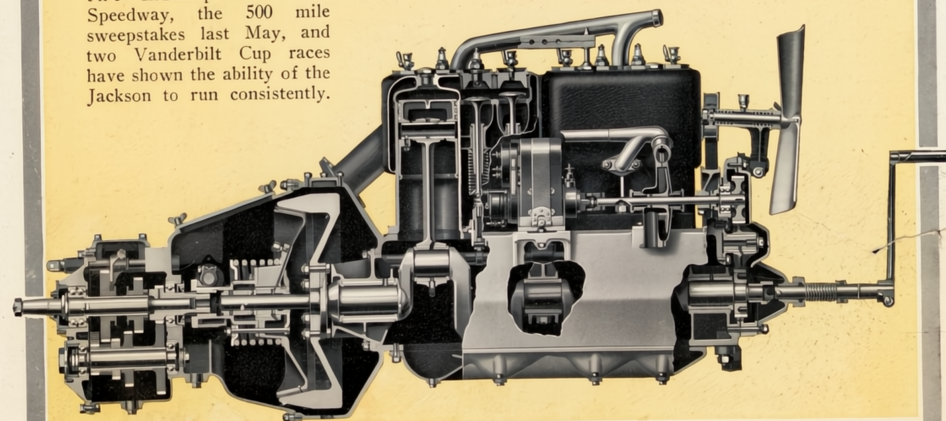
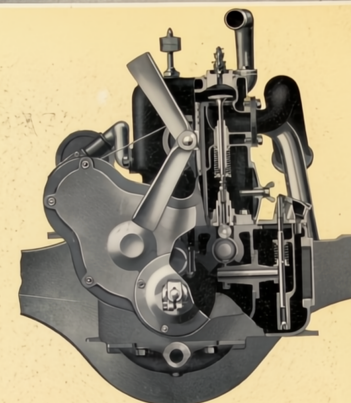


The transmission is a part of the unit power plant. Both transmission shafts run on annular ball bearings of the separated ball type, so that the power is transmitted from the motor to the rear wheels without loss. In addition to being practically frictionless, these bearings will wear indefinitely, so that the transmission gears will mesh perfectly and run quietly after many thousand miles of service. The rear axle is roller bearing. The axle shafts have long roller bearings of the Hyatt type on either side of the differential, and also next to the wheels. There are ball thrust bearings on either side of the differential. The pinion shaft which transmits the power to the rear axle is also roller bearing. It is fitted with a ball bearing as well, to take the thrust of the driving pinion and hold it in proper mesh with the large gear. Through this system, power is transmitted practically without loss from the motor to the rear wheels. The bearings in all vital parts of the running gear are of such type that they will show practically no wear after long service.

As in all Jackson models full elliptic springs are used, both front and rear. The combined length of the upper and lower half of the full elliptic spring far exceeds the length of any other type which can be used. The flexible spring suspension not only protects the running gear from shock, but shows a material advantage in the life of tires. With full elliptic springs the wheel and tire are not held down as solidly against an obstruction as is the case with a spring of a stiffer type. The car is designed to carry its weight as close to the ground as possible without sacrificing road clearance, and has a balance which is appreciated by the critical driver. It will stand hard, constant service.



The wheels of the Model "45" are made from the best quality of second growth hickory and show an extremely high test under crushing and dishing loads. Under actual test it requires a load of 22,500 lbs. to crush a Jackson wheel and a load of 9,100 lbs. applied exactly at the center to dish it. In every part of the car the material is of the kind which is shown by actual test to be best adapted to its purpose. Ten years of service in the hands of owners, and the performance of Jackson Cars in a score of track and road contests has proven the quality of their construction beyond a question of doubt. Wherever endurance has been the determining factor, the Jackson has invariably finished at the front. Two Wheeler and Schebler Cup races at the Indianapolis Motor Speedway, the 500 mile sweepstakes last May, and two Vanderbilt Cup races have shown the ability of the Jackson to run consistently.



SPECIFICATIONS



TYPE—Five passenger torpedo. Control levers inside body.

POWER PLANT—Long stroke motor— $4\frac{1}{2}$ inch bore and $5\frac{1}{4}$ inch stroke. Four cylinder. Cylinders cast in pairs, with valves in the side. Enclosed push-rods. Three-bearing crank shaft. Unit power plant with self-contained oiling system. Selective sliding gear transmission, three speeds and reverse. Both transmission shafts are ball bearing. Ignition is by low tension magneto and batteries.

REAR AXLE—Bevel gear drive. Roller bearing throughout, with ball thrust bearings.

FRONT AXLE—"I" beam type. Tie rod behind and steering arm above the axle.

SPRINGS—Full elliptic front and rear. Frame dropped to bring the car close to the ground and still allow ample spring action.

WHEEL BASE—118 inches.

TREAD—56 inches. 60 inches on special order.

TIRES—34 x 4 inches.

WEIGHT—2500 lbs.

COLOR—Dark blue. Battleship gray or coach vermillion without extra cost when specially ordered. For other colors, an additional charge of \$25.00 will be made.

EQUIPMENT—Top with top hood, windshield, speedometer, gas tank, gas lamps and oil lamps, coat rail and tools.

PRICE—\$1650.

